

# THORNYCROFT SERVICE

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# Official and Classified ADVERTISEMENTS

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# fishing news

February 10, 1978

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# COMMENT

## LOOKING FOR SCAPEGOATS

RATHER BELATEDLY, the national press and television picked up on the East European factory ship operation off Cornwall last week. This once again brought into sharp focus the subject of the mackerel stocks in the south-west.

Generally, it was viewed as a straight commercial venture and not a back-door method of getting British fish. It was of course inevitable that local interests would try to pin the problems of the fishery on the East Europeans, who are working with boats from the North.

It seems somebody is always being made the scapegoat for the long-held belief that fish off the south-west is for local fishermen only. What seems to have been forgotten is that quite a number of south-west boats are themselves engaged in supplying the foreign factory ships.

Not many years ago, the enemy as far as Cornish fishermen were concerned, were their counterparts from Devon. When a Brixham skipper brought his boat on the grounds to painstakingly develop the single boat mid-water trawl for mackerel, it was made clear he wasn't welcome. At one stage he thought it would be too 'uncomfortable' to put into a Cornish port.

One wonders just how badly off the local boats are? Over recent weeks there have been reports of many 30 ft. line boats having a bonanza on the mackerel. No doubt there are others that are not, but this has always been the way of fishing.

Our fleet is a big and varied one but, it is no real answer to put one section out of business to satisfy the demands of another. The aim should be for a balanced fishery which takes into account all types of craft.

The growth of technology in fishing has been geared to the fact that men are not planned down into a small stretch of water off their coast. This development has gone so far that it would be regressive to throw it all away.

The sense of this should be well understood in the south-west. After all, it was boats from this area which first sailed North before the turn of the century to establish the Dogger Bank fishery. This is how fishing has always been with men learning to progress from each other.

The truth of the situation came from the skipper of a Russian factory ship who was asked if he thought the mackerel stocks were being damaged.

He was being diplomatic when he quietly pointed out that Russian ships do not fish in British waters. What he was really saying was that if the stocks are overfished — then it's down to the country working them.

## LOST INSHORE FISH

THE FORTUNES of Hull plummet still further with the news that its seiner fleet is almost certain to go over to Grimsby. While in weight, the total of inshore fish landed on the market is not that significant, its value was never in doubt. Now the merchants will be forced to look for more overland consignments — a business that has already increased enormously.

On many days the seiners have been the only fresh fish vessels landing at Hull. Merchants will be asking if their move to the new £1m. fish dock was really necessary?

## fishing news

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# 'Luneda' tops £43,000

FLEETWOOD had its biggest grossing for more than a year last week when the stern trawler *Luneda* returned to port after a 20-day voyage to the Norwegian coast.

The vessel, commanded by Hull skipper David Hinchcliffe, landed 1,237 kits, including 450 of cod, 460 of haddock, 130 of coley and 130 of rede, which sold for £43,358.

There was also a good result for the middle-water stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge. She was 15 days at sea in catching 708 kits, including 200 of cod, 170 of haddock, 30 of whiting, 50 of coley, and 150 of dogs, which sold for £21,031. This is the biggest grossing for a middle-water catch at the port for some time.

Among the smaller vessels there was another outstanding performance by the Hazael Company's only remaining vessel, the *Andrew Wilson*. She dates from 1959 but is still among the forerunners in her section. On her latest voyage, under the command of the highly-experienced Skipper John Banks, she caught 347 kits — 25 of hake, 60 of cod, 30 of haddock, 30 of whiting, and 170 of coley — which sold for £12,298.

Just astern of her in terms of grossing was the Hewett Fishing Company vessel *Royalist*, commanded by Skipper Alan Bedford. This ship had 262 kits, including 35 of hake, 70 of cod, 20 of haddock, 30 of whiting, 60 of coley and 25 of roker, which sold for £10,502.

## Faroe threat to Scotland

ABERDEEN trawlers may be laid up if the new fishing deal between the EEC and the Faroes goes ahead.

Robert Allan, chief executive of the Aberdeen Fishing Vessels Owners' Association and Scottish officer for the British Fishing Federation, said: "We went into these negotiations with a legitimate and just case for a reasonable cod and haddock quota."

"We set a very fair minimum demand of 10,000 tons. We haven't even got that and, to add insult to injury, the Faroes got increased quotas of such species as herring and mackerel from our waters."

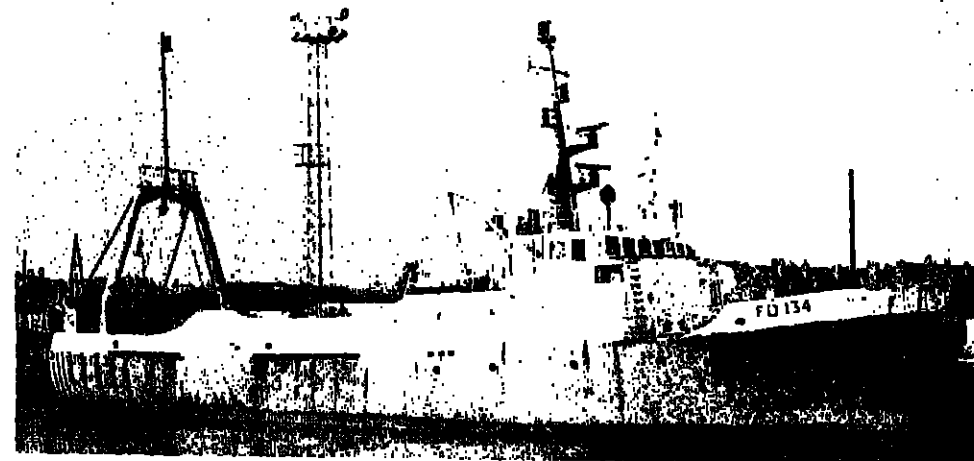
"In effect, the UK has had to foot the bill for an agreement from which other members of the EEC have derived a relatively better advantage than we."

"Our advice to our Government would be to reject it."

## Future

Although Aberdeen and EEC trawlers could be fishing at Faroe soon, the future of the fleet operations in these middle waters is very much in the balance.

Along with a resumption of fishing by EEC boats, there could be a return of Faroe vessels to the Community's North Sea "pool" by the end of the week.



Marr's 137 ft. *Luneda*, Norwegian coast trip worth £43,358.

## NE reject revised EEC offer

FISHERMEN on the north east coast fighting for an exclusive 50-mile limit are firmly against a new offer by Common Market fisheries ministers.

Tom Mainprize of Scarborough, vice-chairman of the National Federation of Inshore Fishermen, returned home recently after meetings in Brussels.

He said: "We have been offered a three-mile exclusive zone and the promise that nations will withdraw their traditional rights to fish in British waters over a period of 12 to 16 years."

This was completely unacceptable, he said, adding that unless action was taken now there would be no fish left to catch in 12 years. The Belgians and Danes were the only two countries fighting Britain's call for a 50-mile limit, said Mr. Mainprize, who had accompanied Mr. Silkin, Agriculture and Fisheries Minister, in Brussels.

What the British fishermen particularly feared was that by 1982 there could be no more to share fishing by all Common Market member countries, Mr. Mainprize said. The problem was being aggravated by bigger ships which could do the work previously done by a fleet.

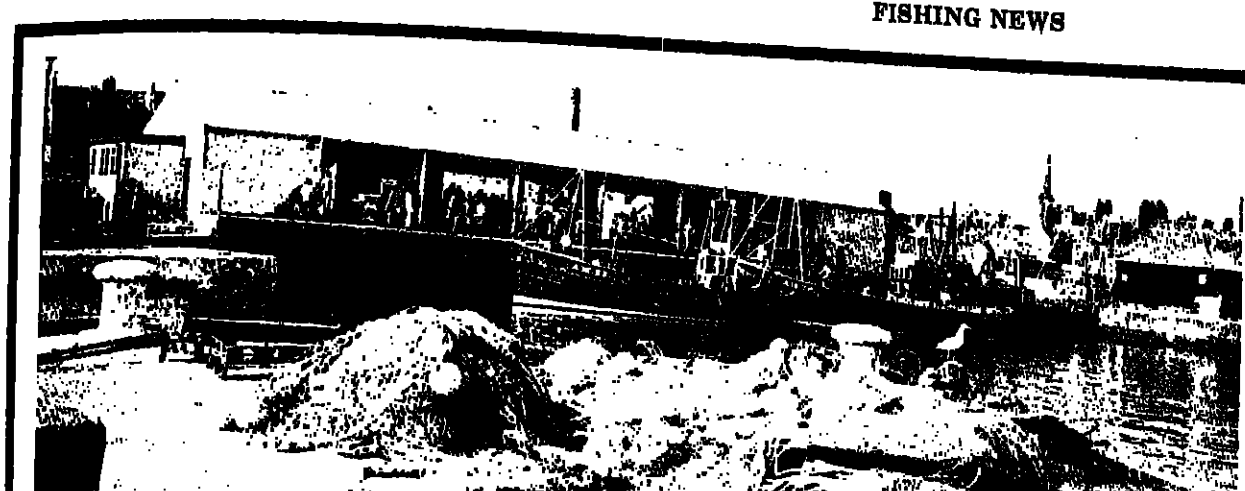
## Dockers praised

PRaise for Milford Haven labour employed to unload mackerel from Hull freezer ships into refrigerated vessels bound from Nigeria came last week from the master of the Dutch reefer vessel *Polaris*.

The vessel was in port to take on the catches of the Hull trawlers *St. James* and *St. Benedict*. The Dutchman said the labour force had loaded 370 tons of mackerel into the vessel on one day.

## TRAWLER HELD

THE 3,000-ton Soviet stern trawler *Perekat* was being held earlier this week in Norwegian waters for illegal fishing. She was boarded off the coast by a patrol boat from the coastguard and taken to the port of Narvik where the port of Narvik was less than the size of the stipulates.



## TAYSIDE COUNCIL URGED TO ... MAKE ARBROATH A FISHING PORT

ARBROATH should be a fishing port with facilities for small pleasure boats, if needed. This new emphasis on service to fishing is being urged on Tayside Regional Council by Arbroath representative George Cargill.

At present, the harbour serves commercial and pleasure craft but the commercial (cargo) vessels have tended to go more to the larger port of Montrose 12 miles away.

"Tayside region has adequate commercial harbours in Dundee, Perth and Montrose," said Councillor Cargill. "Arbroath is the only town on Tayside with a fishing fleet. I think we should declare it a fishing port although we could still allow small pleasure craft to use it."

He would also like to see Arbroath council use the market building there to encourage landings.

Welcoming the idea, John Swankie, president of Arbroath Fishermen's Association, said the commercial side had "almost killed itself."

"In the past year," he added, "one cargo ship damaged a wall of the dock and another damaged itself while docking."

"Also, the pier is showing definite signs of wear in some sections and heavy lorries coming to and from the cargo ships would make this worse."

Montrose has almost ceased to function as a fishing port, says Jack Smith, Angus District Council industrial convener. "We concentrate on handling bigger commercial ships than Arbroath can take. I think it is a good idea for Arbroath to be regarded as sole fishing port for Tayside."

## Dead mackerel -freezers could be to blame

A MASSIVE "carpet" of dead mackerel on the bed of the sea off Penzance, recently discovered and photographed by divers, was probably not the result of trawlers slipping catches. Mr. David Mudd, Conservative M.P. for Falmouth, Fisheries Minister Mr. Ted Bishop.

Mr. Bishop said that either there could have been a problem of unusable fish dumped after a freezing plant had gone out of action, or the fishing capacity was insufficient to handle all the fish good catch.

"In view of the number of vessels using the area, the actual dumpings per vessel are not likely to be great, although any such concentration of dumped fish does, of course, constitute a serious nuisance."

Mr. Mudd accepted the Minister's promise to keep a close eye on the problem of deliberate slipping. But he said that however the case was argued, too many dead mackerel lying on the seabed — "in this case as much as an estimated 100 tons" — indicated that in one incident 100 tons more fish had been taken than could be handled, and consequently the stock had been depleted.

## Seiner for Grimsby

ANOTHER second-hand wooden Danish vessel has been added to the Grimsby fleet of anchor-seiners. The 41-ton *Argus*, formerly of Esbjerg, arrived at the Humber port last week after being bought by Inga Nyborg. *Argus* has been registered at Grimsby as GY 372.

The vessel, which is well-equipped with modern fishing aids including rope drums, is commanded by Skipper Michael Mayer and operates through the Danbrit (Fish Salesman) Ltd. agency.



**Kelvin** Kelvin Diesels Limited, 254 Dobbles Loan, Glasgow. Tel: 041-332 1286.

SPEAKING at a meeting in Glasgow on Monday, Allok Buchanan-Smith (Cons. North Angus and Mearns), said Fisheries Minister John Silkin was absolutely correct to insist that the fishing question must be settled in a single overall package. Any fragmentation would weaken Britain's case.

He warned, however, that the stand in Brussels, would turn to disaster, "unless we show that we are prepared to follow it through."

Action had to start immediately on the conservation of stocks and the regeneration of the British fishing industry.

For this, he listed three priorities.

First, Britain must be ready to increase mesh sizes, on a non-discriminatory basis, to demonstrate that edible species are for human consumption.

Second, "We must rigorously maintain and extend restrictions on industrial fishing in the North Sea" And the Norway pout box was not for negotiation.

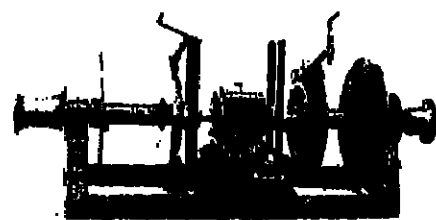
Third, and most important, said Mr. Buchanan-Smith, "we have to prove that we are capable of policing and enforcing effectively whatever unilateral measures we may take pending an eventual settlement."

## 142 jobs lost

ROSS GROUP Ltd., the giant Rumber-based frozen foods manufacturer and processor, announced 142 redundancies to be made next month following rationalisation of distribution arrangements, after the multi-million pound takeover of Associated Fisheries' merchanting business last November.



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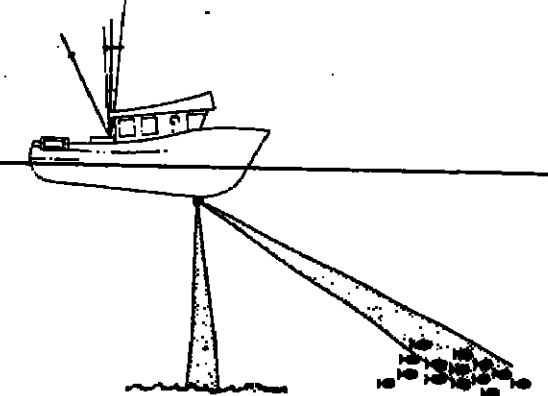
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# Trading wanes at Grimsby

EVEN THE now rare luxury of two distant water landings at Grimsby last week failed to prevent another very disappointing spell of quayside trade.

It seems the custom which many fish merchants have lost because of a lack of fish over the past two months, is now becoming all too obvious when the supply position improves.

Landings of over 14,000 kits, plus a good supply of overland boxed fish, were easily the best so far this year, but the demand for fish was rarely anything more than fair.

After a reasonable start, the markets settled down to a ceiling on top quality cod of just over £50. Haddock tared a little better, fetching on the best markets over £50 per 10-stone kit.

The disappointing markets came as a bitter blow to the Boston Group which brought in the distant water ship *Belgaum* and *Boston Kestrel* after long trips to the Norway Coast and White Seas.

There must have been very little profit, if any, for the firm after the deduction of running expenses and overheads.

Neither trawler had found the fishing up to much and *Belgaum* (Skipper Billy Balla) just ran out as the



*Boston Kestrel* — hit worst market of the week.

week's top earner with a grossing of £34,361. She had a 950-kit turnout after 27 days on the Norway Coast and this included some 680 kits of codstuffs and 200 of haddock.

*Boston Kestrel* (Skipper Colin Saunders) hit the worst market of the week and made only £30,105 from 868 kits, again mostly cod and haddock, after a 26-day trip on the White Seas and Norway Coast.

Top middle water trawler was *BUT's Ross Lynx* (Skipper David Cooper) with a grossing of £26,688 from a

huge 934-kit haul. This comprised in the main some 365 kits of dogs, 270 of haddock and 116 of codstuffs after 16 days on the Westerlies.

*BUT* also did well with

mixed Westerly trips from *Ross Jackal* (£23,902 from 780 kits), *Ross Leopard* (£21,447 from 911 kits) and *Ross Comet* (£18,580 from 621 kits).

Taylor's top trip came from a 17-day outing on the same grounds by *Sando* (Skipper Neil Bray) with £15,000 from 522 kits.

In the North Sea, *Lindsey Trawlers' Lucerne* (Skipper Steve Davidson) and *Lobster* (Skipper Alan Hutton) again got amongst the plaice to secure returns of £14,200 from 440 kits and £10,300 from 307 kits, respectively.

Top pair trawling effort came from the Danbit-registered team *Jacqueline* (Skipper Jan Hornum) and *Carl Hornum* (Skipper Graham Riley) with combined figures of £19,443 from 659 kits (mostly cod and codlings) after 11 days.

The same agency rounded off the week with the top anchor-seiner when *Dor* (Skipper Paul Sorensen) grossed £3,943 from 100 kit

allowed, but it is restricted to fishermen whose families have fished there for generations.

The salmon make their way from the sea through Mudeford Run to reach spawning beds in the Hampshire Avon.

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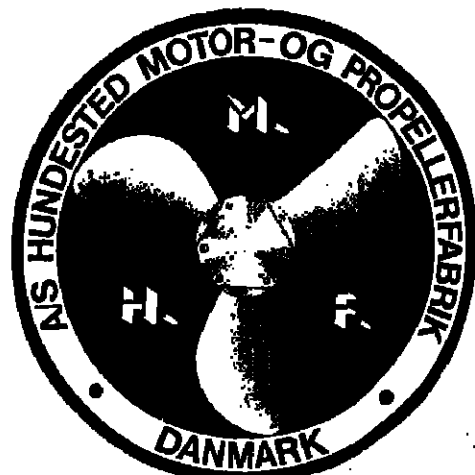
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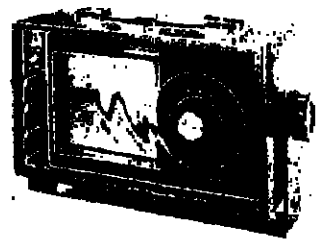
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TRADE ENQUIRIES WELCOME

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Alarm at the proposed potash mine has also been voiced by fishermen's spokesmen at a meeting of Whitby Harbour Committee. The chairman of Whitby

Coble Fishermen's Society, Skipper Robert Harland, told the committee that fish had a very low tolerance to changes in habitat. Fishermen are looking for some guarantee, but so far had been unable to obtain it.

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Coun. Richard Wastell, a former chairman of the Harbour Committee, said at worst the effect of the dumping would be the equivalent of only a grain of salt in a swimming pool.

The plan involves dumping 1,500 tonnes of waste salt about two miles out at sea every day.

Scarborough Borough Council's director of administration, David Bridge,

## EXTRA AXLE RAISES LOAD

A THIRD AXLE conversion has put up the carrying capacity of a Mercedes-Benz 1617 chassis (below) from under 11 tons to around 17 tons.

The 17 ft. wheelbase 16-tonner has had a non-driven Rubery Owen axle added behind its driving axle, the latter remaining in its standard position. New four-spring bogie suspension is fitted to the converted 24-ton-plated 8 by 2 chassis.

North Wall Fish Ltd. of Grimsby needed a 24-tonner which would have a higher than average load capacity, in

weight and volume terms. The long wheel-base axi wheelcarries a 26 ft. long by 8 ft. high roofed body built by the Truck Development Co. of Rayleigh, Essex, with 3.5in. thick insulation and double opening doors in both sides.

Mercedes' turbocharged 188bhp OM 362A gives more than adequate performance at 24 tons now, says the operator, whose regular traffic pattern includes an overnight laden run carrying wet fish from Grimsby to Chatham, Kent. Here, five Mercedes-Benz L508D vans distribute the product the next day to local retailers.



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water trawlers were allowed back on to the Icelandic grounds.

A spokesman for a group of Grimsby merchants commented to *Fishing News*: "It is looking a little more hopeful, I understand, but we know from past experience that it is wrong to bank on anything."

"We have been led to believe the ban on Icelandic vessels was about to be lifted on several occasions in the past."

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He said there had been mounting and widespread concern in recent years about future stocks of Atlantic salmon and river stocks had been eliminated or reduced.

Donald Stewart (Western Isles), leader of the Scottish National Party, said he was opposed to the way the Bill went beyond existing law. He objected to increasing the power of the landlords.

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## Lifeboat went over twice

THE FIRST capsize on service of one of the RNLI's modern self-righting life-boats has provided conclusive evidence of the way the self-righting mechanism works, according to the RNLI.

An investigation has been carried out by the RNLI into the accident on Christmas Eve 1977 when the *Kilmore Quay*, County Wexford, lifeboat capsized twice and righted herself twice. Crew member Finton Sinnott lost his life, but the other six members of the crew survived.

The official finding of the RNLI was that "there was no error of judgment by the coxswain, nor failure of the lifeboat or its equipment which contributed to the capsize." Also that "the lifeboat was overwhelmed by a heavy breaking sea on both occasions."

For the leadership, determination and exceptional courage he displayed in recovering members of his crew and bringing the lifeboat back to her station, Coxswain Thomas Walsh has been awarded the RNLI's silver medal for gallantry.

Acting mechanic John Devereux has been awarded a bronze medal and the thanks of the RNLI inscribed on vellum have been awarded to the other members of the *Kilmore Quay* crew: Joseph Maddock (acting second coxswain); Dermot Cullen (acting assistant mechanic); David Cullen and Eugene Kehoe (crew members).

A special posthumous vellum has been awarded to Finton Sinnott. The RNLI is paying a pension to his widow for life and allowances to his two children.

The Committee of Management investigation found that "...a contributory cause of the loss of life of Finton Sinnott was that the deceased had discarded his lifejacket after the first capsize. Another factor was probably his shocked condition due to a head injury received during the first capsize."

The *Kilmore Quay* lifeboat *Lady Murphy*, which was built in 1972, is one of 26 boats of the 37ft. Oakley self-righting class in the RNLI's fleet. This type of lifeboat, which rights herself after a capsize by a system of transference of water ballast, was designed by Richard Oakley, a former naval architect to the RNLI.

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Following the disaster in 1970, when all except one of the crew of the *Frederburgh* lifeboat lost their lives following a capsize, the RNLI undertook a large reconstruction programme, its aim being to give all offshore lifeboats a self-righting capability by 1980.

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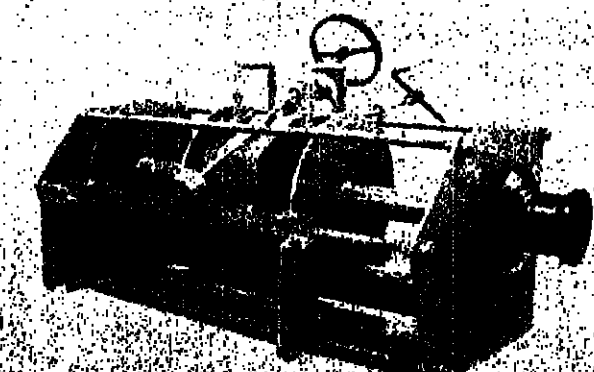
Bridlington and Flamborough Fishermen's Wives Group toast the success of the mini-bus which they helped to buy.

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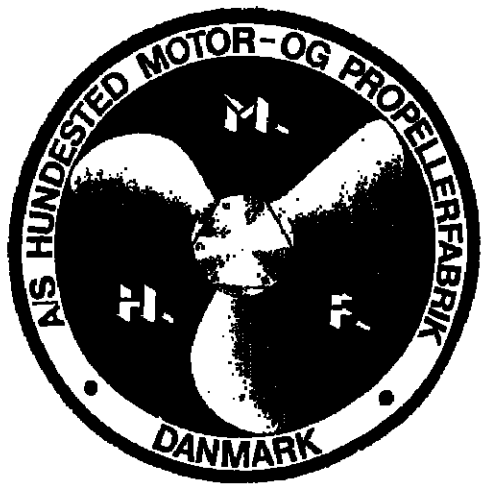
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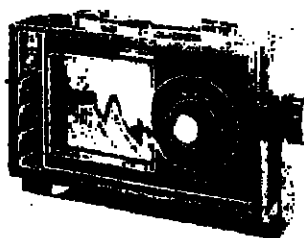
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Coun. Richard Westall, a former chairman of the Harbour Committee, said at worst the effect of the dumping would be the equivalent of only a grain of salt in a swimming pool.

The plan involves dumping 1,500 tonnes of waste salt about two miles out at sea every day. Scarborough Borough Council's director of administration, David Bridge,

said the waste would go by rail to the harbour, then a specially built disposal ship would take it out to sea.

Whitby Potash Ltd., a subsidiary of Consolidated Goldfields, is seeking planning approval to mine by a solution method.

## Wheelhouse units for five boats

FIVE NEW fishing vessels are to be equipped with communications equipment, fishfinding and navigation aids by Marconi Marine.

Vessels MB540 for Peter Simpson and NB542 for William Wilson building at the Richards yard, Lowestoft, are each to be equipped with 400W s.b. radio telephones crystalised for 10 transmit and 10 receive channels.

These vessels will also carry two vhf short-range radio telephones and Warden III 2182kHz watch-keeping receivers.

For fishfinding the two Richards-built vessels are to be equipped with Fishgraph K-45W multi-stylus echo sounders. The radar to be provided is the MD508.

Comprehensive inter-communication facilities will also be supplied and will feature the Minical II talk-back equipment.

New buildings No 142 and 143 at George Thompson and Sons, Buckle, for J. Alden and J. G. McDonald, respectively, will be supplied with 220W m.f. radio telephones and two vhf radio telephones.

These vessels are also to be fitted with Fishgraph K-45W multi-stylus echo sounders, Fishscope K-CRT fishfinders and MD508 radars.

Andrew Buchanan's new building No. 291 and J. G. Forbes boat yard, Sandhaven, is to be supplied with a 400W m.f. radio telephone, two vhf sets, a Warden III watch-keeping receiver, and a Callbu Mariner 16 survival transmitter. NB 291 is also to be fitted with an MD508 radar and a Fishgraph K-45W multi-stylus echo sounder.

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Whitby and Runswick Bay lifeboats were launched when the trawler went aground and Coastguard rescue teams turned out as the tide rose the trawler was driven harder aground.

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fish instead of the other way  
round.

"Please suggest the type of  
equipment to get and where  
to get it."

"Unless you are prepared  
to experiment with costly, un-  
proven equipment, I think  
the best choice is a recording  
echo sounder, incorporating  
white line facilities, which  
can be used with a special  
type of transducer.

In your case selection of  
the right transducer is all-  
important. The signal  
transmitted by a transducer  
forms a complex pattern con-  
sisting of two sets of lobes.

The main lobe is used for  
fish detection and normally  
incorporates most of the  
transmitter power. The side  
lobes enable you to dis-  
criminate between different  
types of ground.

The angle of incidence at  
which side lobes strike the  
seabed means that if there is  
smooth ground below your  
vessel, the lobes are reflected  
away and not received at all.  
But some echoes from  
rough bottom in areas  
covered by side lobes are  
received a little later than  
those from the area covered  
by the main lobe.

They are, therefore,  
recorded after the first bot-  
tom echo and appear in the  
form of 'tails' on the recorder  
paper.

When you observe these,  
you know you are definitely  
over rough bottom — the  
rougher the ground, the  
longer the tails.

If it is important to dis-  
tinguish stony as well as  
rough from smooth ground,  
you can obtain specially  
designed transducers in  
which side lobe energy is  
deliberately increased.

One of these, known as the  
Z-pack limpet transducer, in-  
corporates two transducers  
side by side in a single hous-  
ing.

These overlap, interfering  
with each other's transmis-  
sion patterns, so that the best  
balance is obtained for  
ground discrimination pur-  
poses between power  
transmitted in main and side  
lobes.

Frequency of a Z-pack  
limpet transducer is 48 kHz  
and if one is used in conjunc-  
tion with a white line  
recorder, so much the better.  
Rough ground will be in-  
dicated by an increase in the  
width of the white line as well  
as by 'tails'.

Before you opt for a Z-pack  
or similar transducer, you  
could investigate the poten-  
tial advantages of installing  
one of the new Chromascope  
K sounders.

### ANY QUESTIONS?

■ IF YOU have any questions  
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indicate the nature of the  
seabed more precisely than  
any sounders used before.

They also enable them to  
distinguish between different  
species of fish.

Colours are red for the  
strongest echoes from the  
seabed, blue for  
reverberations from sea water  
and white for weak echoes  
from plankton.

Echoes from other targets  
are displayed in colours  
somewhere between red and  
white according to density.

Details of Z-pack limpet  
transducers and suitable  
white line recorders are ob-  
tainable from Kelvin Hughes,  
New North Road, Hainault,  
Ilford, Essex.

Information on  
Chromascope K sounders is  
available from The Marconi  
International Marine Co.  
Ltd., Westway, Chelmsford,  
Essex.

## Gilling in a Poole punt

"I AM IN search of a boat  
up to 20ft, long suitable  
for working trammel and  
gill nets in the estuary  
channels here.

"It must be of shallow  
draft and take the ground  
without heeling over too  
much. It must also be capable  
of being powered to stem  
tides, which occasionally run  
very strongly.

"I cannot afford to have  
the type of boat I want  
custom built and yet I can't  
find a secondhand version.

"The answer might be a  
standard hull in which I  
could install a fairly powerful  
engine.

"Do you know of any,  
currently in production,  
which might be suitable?"

■ A standard Poole punt  
would probably suit you well  
enough.

Below: trammel and net tray in a  
standard Poole punt.

Portsmouth Harbour by  
naval divers in an open,  
basket-type trap baited with  
whelks.



Popular for mulleting in  
Poole Harbour, it is also used  
for oystering and trawling for  
flats, so it must be robust  
enough for regular heaving.

There are two versions: one  
18 ft. 9 in. overall with a  
beam of 5 ft. 6 in. and the  
other 16 ft. 6 in. x 5 ft. 6 in.

Both are clinker-built with  
genuine hardwood planks on 2  
in. x 1 in. cold-moulded,  
laminated danta frames.

Bottoms are built of 4 in.  
guarea planks on 2 in. x 1 in.  
iroko bearers.

Iroko is used for stems and  
knees, also for 24 in. x 1 in.  
chines. Both versions are  
copper fastened and their un-  
laden draught is only 3 in.

A Poole punt would suit  
you because it is fitted with a  
trammel — a trunk for an out-  
board engine well forward of  
the transom and a tunnel  
scientifically designed to  
achieve the most effective  
water flow to and from the  
propeller (see below).

A trammel allows you to use  
a Seagull or any other out-  
board and achieve maximum  
propulsive power with it, also  
to work your nets over the  
stern with little risk of their  
getting foul of the propeller.

Another advantage is that a  
standard punt has a net tray  
between trunk and transom  
from which you could shoot  
your nets with ease.

The punts are built by the  
Lyttelton Bay Boat Yard,  
Sandy Lane, Upton, Poole,  
Dorset, a concern which is  
prepared to modify their  
specifications to customers'  
individual requirements.

## Beat that for size!

SOME TIME ago I men-  
tioned that the largest  
lobster (*Homarus gam-  
marus*) caught in British  
waters was a specimen  
weighing 16 lb. 3 oz. and  
measuring 3 ft. long.

It was caught in  
Portsmouth Harbour by  
naval divers in an open,  
basket-type trap baited with  
whelks.

February 10, 1978

Among other things  
lobsters taken in British  
waters, one weighing 13 lb.  
was landed at Gorran Haven  
and several 11 lb. specimens  
were taken in pots off  
Mevagissey and Lundy  
Island.

Now Sam Bond of  
Southwick, Sussex comes  
with one that beats the lot. He  
says that Skipper Bann  
landed a lobster weighing 16  
lb. at St. Agnes in the Gulf  
Isles from his boat *Egmont* and  
that it turned the scales at  
that weight even though its  
large claw was missing.

He adds that during 20  
years fishing around the Gulf  
Isles he caught several  
lobsters weighing over 14 lb.  
He once caught three lobsters  
with a total weight of 27 lb. in  
a pot and on another occasion  
nine in a single pot.

Those were the days, he  
says, when the price of  
lobsters was a shilling a  
pound.

## Oiling your gearbox

"I HAVE bought a boat  
fitted with a marlin  
Ford D engine and 24  
reduction Paragon gear  
box.

"I do not know what the  
capacity of the gearbox is,  
how to fill it and subse-  
quently check the oil level."

"How can I do this?"  
■ If you contact British  
Tide Ltd., Knight Road,  
Rochester, Kent, the com-  
pany which imports Para-  
gon gearboxes, you can prob-  
ably obtain a manual about the  
or specific replies to your  
queries.

## Recorders serviced

RECENTLY in reply to  
queries about when to  
get Ferroglyph recorders  
serviced and new rolls  
reordered, I men-  
tioned that Elliot &  
Woodham, Ferroglyph  
Woodham, Essex, could  
provide both serv-  
ice and new rolls.

Since then, E. N.  
Hawkyard, general manager  
of Constal Radio Ltd. based  
at Westway, Chelmsford  
(part of the Marconi Marine  
organisation) has suggested  
another source.

He points out that rolls of  
paper are always available  
from the would-be  
purchaser's nearest Marconi  
Marine sales and service  
depot.

If it is only recorder  
paper that you want, it could  
save you the postage of a  
source as postage is very  
pensive these days.

February 10, 1978



PEGGY K in Bridlington harbour after her launching.

A NEW COBLE just built by  
Bridlington Boat Building Co. is  
one of its most sophisticated  
models to date.

The 36 footer PEGGY K, which was  
launched at Bridlington harbour, is the  
largest built by the two-year-old firm.

Building work, carried out by John  
Clarkson and his apprentice, took just  
over four months. According to Mr.  
Clarkson, who comes from a large fam-  
ily of boatbuilders in Whitby, the coble  
could have been completed earlier had  
there been no hold-ups with timber  
supplies.

Another local fisherman has already  
ordered a 37ft. coble from the Clarkson  
yard.

# BUT writes off ships with nowhere to go

## ENGINE FIRM EXPANDS

THE Anglo Belgian  
engine firm has extended  
its service chain to South  
Wales.

The company ap-  
pointed is Hanero Marine  
Services Ltd., Collingdon  
Road Works, Cardiff,  
which is appointed serv-  
ice agents.

The number of service  
agents in the United  
Kingdom and Eire now  
totals 12, but more are  
planned to complete the  
coverage.

£1.15 MILLION has  
been wiped off the  
value of the British  
United Trawlers fleet  
because the EEC has  
not agreed a common  
fisheries policy. Some  
ships are now being  
listed at their scrap  
price.

BUT is part of Associated  
Fisheries which last week an-  
nounced a £1,532,000 profit  
before tax. This compares  
with £1,907,000 for the  
previous year.

The board states: "The  
profit before taxation of  
£1.53m is arrived at after  
providing for exceptional  
items of £1.15m to write down  
the book value of certain of  
our trawlers.

"This has been done as a  
direct result of the restriction  
of access to fishing grounds  
and uncertainties arising  
from the failure of the EEC  
to renegotiate a common

fisheries policy.  
"These factors, which have  
resulted in the continually  
declining catch of our fishing  
vessels, continue to have a  
serious effect on the trading  
of the group.

"As forecast last July, the  
six months to September 30,  
1977, were more difficult  
than the first half of the year.

"This trend accelerated in  
the three months to  
December 31, 1977, to such  
an extent that a loss has been  
experienced in our fishing ac-  
tivities which has extinguish-  
ed the profit from the  
remainder of the group.

"The indications,  
therefore, are that the results  
for the first six months of the  
year will be well below those  
for the same period of last  
year.

"The group, however, has  
considerable financial  
strength. During the year to  
September 30, 1977, there  
was an increase of over £2m

in cash and short-term  
deposits and, since the end of  
the financial year, liquidity  
has been further improved by  
the sale of certain food  
processing factories and  
deposits.

"Details of this transac-  
tion, which has already yield-  
ed £2.5m in cash and should  
release a further £2.5m of  
working capital, were given to  
shareholders last November.

"Part of it is being  
redeployed in an extension of  
the cold storage division."

Group turnover for the year to  
September 30, 1977, was  
£86,196,000 against £86,730,000 a  
year earlier.

The board is recommending a  
final net dividend of 1.80p  
per share, making a total for the  
year of 3.3p per share, against 1.26p  
for the whole of the previous year.  
Earnings per share are 7.23p  
against 6.18p per share.

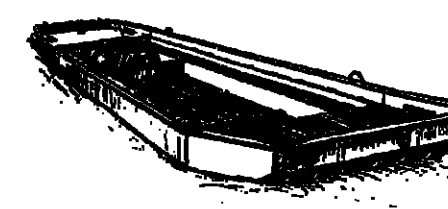
## Marbella repairs

MARR'S Hull-based freezer  
Marbella should be ready for  
service in about a week after  
an engine-room fire cut her  
trip to Norway.

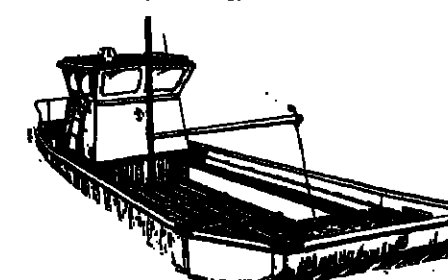
The fire broke out off the  
Norway coast before any  
fishing had started. It was put  
out by the crew, and the  
trawler was towed into  
Aalesund for repairs. She  
later returned to Hull under  
her own power.

A spokesman for the  
vessel's owners said that  
although the fire had been a  
serious one, it could have  
been far worse had the crew  
not contained it effectively.

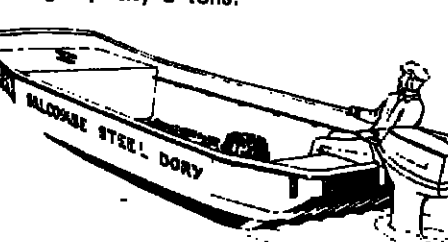
## STEEL WORKING VESSELS from the E.S.J. range



18ft and 24ft TROJAN inboard powered STEEL  
DORY. Dimensions of larger hull: 24ft x 8ft x 2ft 6in.  
Carrying capacity 5 tons.



24ft TROJAN with open wheelhouse in steel.  
Good all-round visibility, wheel steering, engine con-  
trols. Simple instrumentation and shelving provided.  
Carrying capacity 5 tons.



16ft SALCOMBE outboard powered STEEL  
DORY. 16ft x 6ft 6in. x 2ft. Carrying capacity over  
one ton.

E.S.J. ENGINEERING CO.  
18LAND STREET, SALCOMBE, S. DEVON  
Telephone 2680 STD. 054-884 2680



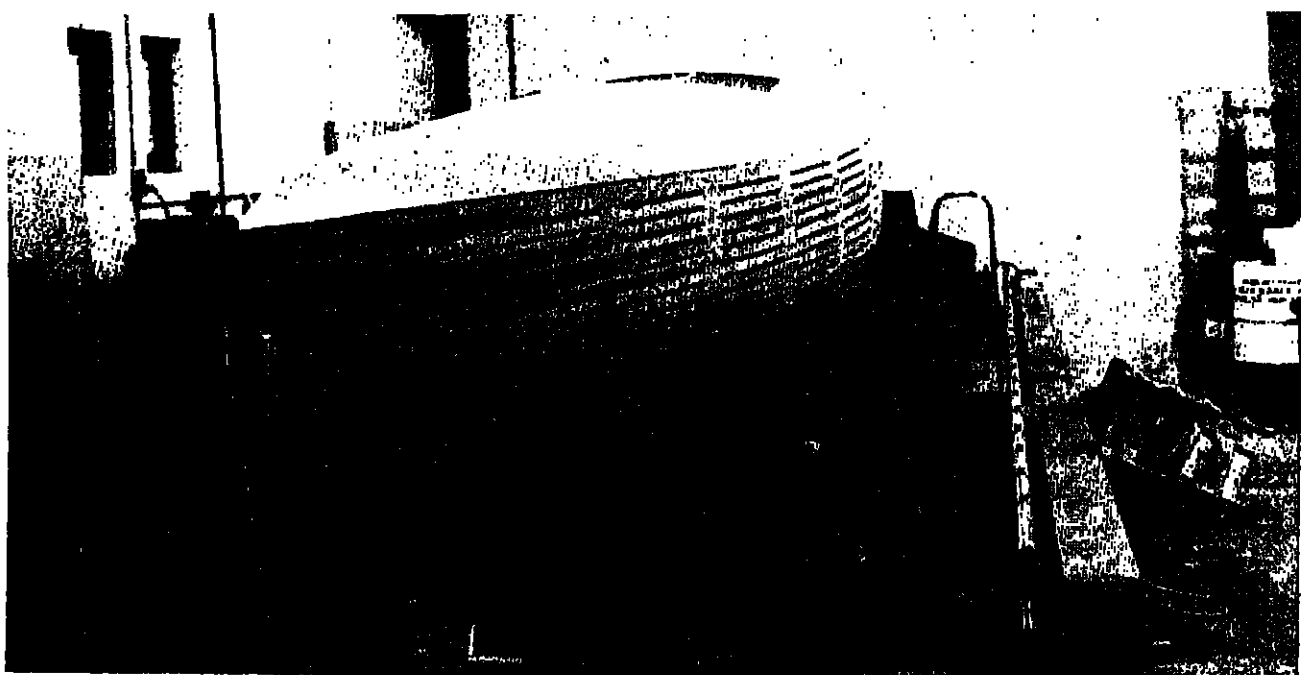
## HYDRAULICS FOR SERVICE AND STOCKS OF

DOWTY  
LUCAS  
VICKERS  
PUMPS &  
MOTORS

ALSO HYDRAULIC HOSE  
FITTINGS, FILTERS,  
PRESSURE GAUGE ETC.

## TECNOR

Seagate Peterhead  
tele: 0779-2981 telex: 78584



The former over which the laminate is laid up mounted ready for swinging. The carriage holding the resin and threads runs on the track on the right hand side.

## NEW SYSTEM PROMISES...

### Fast hulls

### easy on the fuel

A NEW system of boat building now being developed in Denmark could lead to faster fishing and workboats without any marked increase in fuel consumption.

The secret lies in a form of ultra-lightweight construction with no reduction in strength which will require less power for a given speed.

Lightweight construction has always been the aim of the designers of fast boats, but it is normally only achieved at considerable expense. This system offers the advantages of lightweight construction at comparable cost to present standard systems by the use of automated methods.

Hull and deck are moulded together over a former. The former is mounted at each end to rotate and it is geared to a carriage which moves the length of the former.

Mounted on the carriage are reels of glass thread and a resin tank. The threads are impregnated with resin as they leave the carriage and are wound spirally on to the former as it rotates.

The threads are applied in a band about 2cm. wide and, as the layers build up, they are interwoven to produce a very strong laminate. A slow curing resin ensures a good bond between successive layers.

Much of the strength of the finished laminate lies in the high glass content — 50 to 60 per cent compared with the normal 30 per cent.

There is also no chance of air bubbles forming or of poor impregnation with resin, so that a consistent high quality of laminate results.

Once the resin has cured, the former is removed through a hole cut in the deck for the cockpit or engine

hatch. A development of this system sees the former being covered with extruded hollow glassfibre 'planks'.

These lightweight 'planks' will remain inside the hull, giving increased rigidity and a high quality interior finish. With re-usable frames, this method of construction will be largely automatic once the former has been set-up.

The only limit on size for this type of construction is the machinery itself, and this can be made to cope with 100 ft. hulls.

The gearing between the former and the carriage needs careful calculation for each hull and, at present, the system cannot cope with concave shapes in the former. A system of rollers pressing the laminate to the former may overcome this.

Under construction in Denmark is a 36 ft. sailboat hull. This hull and deck will weigh a mere 480 kilos although, with ultra lightweight in mind, the laminate for this hull is made from a Kevlar/epoxy resin combination.

The system is equally suited to a carbon fibre laminate, or to a combination of various fibres.

Whilst lightweight is required for high speed, this construction system is equally suited to displacement hulls. The efficient construction system means a saving in materials and the lightweight of the hull can be used to increase the payload.

The system is suited to both one-off or production line construction and promises to bring about a revolution in boat construction.

It is particularly relevant in factory boat production, where a tightening up of the moulding conditions is making life difficult for GRP fabricators. Dag Pike.

## THE DECCA 110 RADARPOINTS OF EXCELLENCE.

# 110

High PRF's — 3000 and 1500 — for a bright picture on long and short ranges.

Simple, low cost radar whose high performance and quality make it outstanding value for money.

Outstanding range performance at all ranges out to 36 n.m. range scale.

4ft. aerial gives excellent discrimination and strong echoes at long range.

Very good visibility of small targets.

Very low compass-safe distances.

### DECCA - the best choice of small boat radar

Super 050-12n.m.; 060-24n.m.; 110-36n.m.; RM914A/916A-48/60n.m.

Decca Radar Limited, Albert Embankment, London SE1. Tel: 01-735 8111.

# TRAINING FOR 'CERT' AT GRIMSBY



Skipper Townsend and Brian Manship on the lead of the warp on a scale-model stern trawl.

AFTER a ten year battle to gain recognition for fishing in the field of education, Grimsby College of Technology has succeeded in pioneering a City and Guilds Craft Certificate in sea fishing practice.

Until now it has been considered that fishermen are wasting their time learning from books. In education they were second class citizens, says Captain S. G. Keene, head of department at the college.

This new course — which is now in operation — is designed for the young deckhand.

There are six main subjects to be chosen from: care and maintenance of propulsion machinery and engineroom equipment, hydraulic machinery, cooking, advanced network and bridge watchkeeping duties.

The training consists of practical work with lectures in the college and it is open to anyone. Specialist subjects are taken along with basic studies and gain the students an additional certificate.

The full scheme is designed to meet the constantly changing structure of the industry and is flexible enough to keep up with

industrial changes.

The new generation of fishermen are going to have to be more versatile in their jobs than in the past. Says Captain Keene: "They will have to be prepared to work on a variety of ships with different fishing methods and have the knowledge and skill to cope with the whole spectrum of fishing."

Hopefully skippers will allow young fishermen to go ashore to obtain the certificates and to enable them to become more efficient in running a vessel, he added.

Present trainees are in the 16-17 age group. David Ainslie — a young Scot — comes

from West Lothian while from North Devon comes Mark Marshall.

A good percentage are from fishing families or have some prior practical experience. Mr. Marshall has some salmon fishing under his belt but wanted to go deep water. His local careers adviser put him in touch with Grimsby and he subsequently joined the second intake.

Along with the introduction of the City and Guilds scheme Grimsby is working towards the production of a Technician Education Council certificate scheme for senior ship's personnel.

Skippers of the future will have heavy responsibilities for expensive boats, machinery and electronic equipment and

Below: John Jones, one of the students, braiding a shaped piece of net to a specification. Right: Captain S. G. Keene, head of department, Maritime Studies and Fisheries, Grimsby.

often no specialist engineers will be carried on board.

The skipper will be responsible for the location and capture of fish from stocks protected by international considerations for conservation which will involve a deep understanding of regulations and international agreements.

With the increasing sophistication of vessels coupled with the international intricacies of fish exploitation, the future skipper must be regarded as a professional and, therefore, have available to him a system of education.



## TROPHY PLAN TURNED DOWN

PETERHEAD Harbour Trustees have decided, by a narrow majority, against sponsoring a fishing trophy competition for different classes of boats operating from the port.

Chairman John D. Buchan said the plan was that trophies would be provided at no expense to the trustees and if the proposals were approved Peterhead would be in line with other ports.

Skipper William N. Buchan said he could not foresee any Peterhead boat winning such a trophy and there was also the question of entertaining the winners.

Three boats crews and their partners. One trophy would be sufficient if at all, he said.

Skipper Sydney McLean thought it would be necessary to provide trophies for four classes of boats. On another tack, Arthur Buchan, who said he was not in favour of the proposal, visualised boats going to sea "and washing their crews about" to win the trophy.

Pointing out that trophy

fishing was nothing new at Peterhead, Alexander Bruce said they had one before — the Boothby trophy — which was now a museum piece.

● The trustees are to obtain the views of professional consultants on the cost and need for the appointment of a harbour manager.

● Removal of flotsam from harbour basins was costing £3,500 annually and the trustees considered the acquisition of a harbour punt/incinerator. It was agreed to accept the offer of an incinerator on a month's trial.

● Harbour collector James Buchan reported that January was a good month for revenue because of improved white fish catches and exports of grain. The value of white fish sold was £1,776,901 compared with £1,568,254 in January 1977 and dues on white fish increased by £4,212. Revenue for January amounted to £68,883 which was £22,841 more than in January 1977. Over the past 12 months revenue totalled £750,263.



## Mooring light is automatic

AN AUTOMATIC anchor light which switches on at dusk and off at dawn is now available for small boats.

The device ensures that the position of a moored vessel can easily be seen and so out the danger of being run-down at night.

The light incorporates a photo-electric cell and needs no day-to-day attention. It can be powered by the craft's own supply or batteries and is

available in 6, 12 and 24 volts. The light is protected against incorrect polarity connection and is sealed. Fixing is by two screws into the masthead or other suitable spar.

The light, known as T8/3, is available from chandlers at £15.38, or post free from the manufacturers: Bideford Electronics Ltd., Kingsley Road, Bideford, Devon, EX38 2LG. Telephone Bideford (023 72) 2486.

## HAULERS BACK ON THE MARKET

PART OF THE range of haulers once manufactured by Cattermarine are back on the market.

The firm of Drum Engineering of Bradford, West Yorkshire, took over Cattermarine interests one year ago and has now developed these units in a range of products aimed mainly at shellfishermen.

Drum is engaged in supplying and installing hydraulic powerpacks worldwide. The firm's range of products now

includes: The Cattermarine net/pot hauler which has been used with success when hauling crayfish pots off Cornwall and Ireland. Drum has strengthened the hauler structure so that the hauling head is now supported between two roller bearings — one on either side.

The feature of direct drive from a high-torque and low speed hydraulic motor to eliminate gearing has been retained and so, also, has the use of polyurethane to cover the hauling wheels.

This material has excellent grip, together with much more wear resistance than rubber. A rope ejection knife has been fitted to the pot/line hauling attachment which is next to the net hauler head.

When netting the head rotates at 28 rpm, and when potting or lining at 68 rpm to give pulls of 1/2 or up to 2-toj. Recently orders have come from Cornwall and Ireland.

The pot hauler is for 1/2-ton and one-ton pulls up to line speeds of 300 ft./min. A horizontal capstan head is provided as well and this can be used for auxiliary duties such as mooring work or fish unloading.

The rope gripping surface inside the Vee plates is lined with polyurethane, which is kinder to ropes and still provides a good grip. A direct drive, low speed, high torque hydraulic motor is used.

The powerpack with electro-magnetic clutch is claimed to be unique as the pump is located inside the tank and, also, because the twin Vee pulley wheel drive contains an electro-magnetic clutch that is press button operated from the wheelhouse.

The relief valve is also inside the cast aluminium tank and is pre-set at the works to the pressure required. The unit flows up to 5.5 GPM and up to 9.5 GPM with a cooler.

This packaged unit simplifies installation as there are no links or levers with friction clutches. Fitting the pump inside the tank has reduced the amount of hosepipe work required.

Attaching rope sheaves for handling seine net ropes over the stern of the fishing vessel are the latest product. Specially the sheaves are fitted to the power block head which can be

stowed to meet the line of haul, instead of on the gunwhale where the angled hauling causes excessive rope wear. Skipper Atchison, who invented the system, has reported that both ropes and sheaves have suffered very little wear over five months of use.

This invention is patented and the sheaves are now being made by Drum and marketed under the Cattermarine name. Six further sets have been sent to Eyemouth.

## CP props go in production

THE FIRM of Ustun (UK) Ltd. has opened a new factory at Fife, Scotland, to produce its gearbox/CP propellers.

The firm, which claims to be the only UK manufacturer of the combined gearbox/CP propeller, has orders for three of its giant 2400 AGSC units for export to Germany and Norway. They will handle engines at 7,600 bhp, and are the largest of their type in the world.

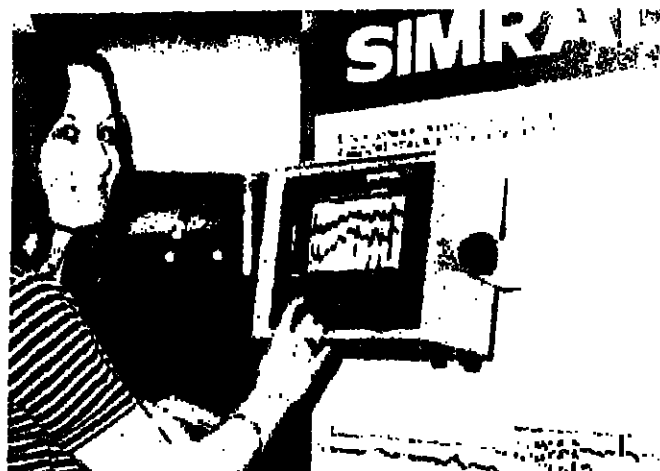
The new factory will also produce a smaller version, the 800 AGSC, which will transmit 3,600 bhp.

Orders for CP propellers have been received from England, Scotland and Ireland for installation in visiting vessels — a sign that the fishing industry is regaining the confidence in place orders for new boats.

Orders have been received for over 50 Tanford steering gears during the year and Ustun is increasing its spare stock and expanding its service department.

Sales of Sperre Marine, air-starting compressors are also increasing as there is a guarantee of "spares to any part of the world within 48 hours."

## PRODUCT NEWS



The new Simrad Skipper 701 echo sounder.

## Inshore boat sounder

This is the Simrad Skipper 701 echo sounder which was displayed at the London Boat Show last month. Designed for small fishing vessels, it is priced at £420. It will run off any voltage between 11 and 24 volts without adjustment and power drain is minimal (1 amp at 12v).

Skipper Anthony Gilly of the Irish fishing boat *Boithe* says he is delighted with the sounder's fish detection and ground discrimination. He has used the sounder a mark.

There are two models, A and B, for 0-280 and 0-500 depths respectively, and a choice of deep/shallow to suit local conditions, each with basic ranges and two phase ranges.

Frequency is 60 KHz, transmitter power 100W, and variable speeds for the 4 ft. paper for extra clarity or page economy.

## FILLETER

THE deep-swimming granular fish can be successfully filleted using a combination of Bader processing machines.

One of the two mth Atlantic species, *Macrurus bergii*, measuring up to one metre long, can be filleted by a Bader 10 adapted to receive the granular's long body. The fish is removed by adding a cone to the 160.

Two operators man the machines and granulars are processed heads on at up to 40 fish a minute and then skinned on a Bader 47. Fillets weigh about 37 per cent of the granular's total weight.

## EXPO PESCA 78

Choice of two tours — 10 & 14 days to Florida and Expo Pesca '78 in San Juan, Puerto Rico, departing on 27th and 31st March. Cost from:

£379.00

Including return flight, transfers and hotel accommodation. Escorted throughout by:

## GRAMPIAN FISHING TOURS

16 GEORGE STREET, PERTH

February 10, 1978

# Stick out for the right deal—Tory

THE SPLASH headline "Humber ravaged" in *Fishing News*, January 27, was used in evidence by Patrick Wall MP, spokesman for the Opposition, in a Commons committee last week.

He said: "It is extremely serious that these distant water vessels, costing over £1m, are now laid up with no work and nowhere to go, and are being disposed of to

Australia, Canada and elsewhere.

"That is creating great unemployment. There is a great need to try to bring to an end these negotiations which are continuing in Brussels even as we sit here today.

"It would be better to go on with this uncertainty, get the right answer, than to end the uncertainty and get the wrong answer in a short time."

The committee was considering an order prolonging the prohibition on herring

fishing within British limits in the Celtic Sea, Bristol Channel and western English Channel as requested in the "stop-the-clock" arrangements agreed by EEC ministers in early December.

Sir John Gilmour (Con. East Fife) said the order was supported by the Herring Industry Board, but asked whether its implementation could be supervised adequately.

He understood that about eight landings of herring had

been made out of the area under the first order and that one vessel had been discharged because of lack of proper information to get a conviction, but it had landed a catch worth £58,000.

Douglas Henderson (SNP, East Aberdeenshire) said there was little point in people imagining they could apply for help to build a boat for herring fishing nowadays, unless they had a clearer picture from the Government of the size of fleet envisaged.

They must never forget that the livelihood of many depended on the availability of herring. Two factories in his constituency were kept going by temporary employment subsidy, but their basic problem was not cost of labour but cost and scarcity of raw materials.

Edward Bishop, Minister of State for Agriculture and Fisheries, said he understood the hardship caused by the closure of the herring fisheries on the west coast, but it was in the long-term interests of the British industry that such drastic steps should be taken now, before the stock disappeared completely. This will allow a valuable fishery to be re-established.

## LOW-COST STAND AT CATCH '78 SHOW

SMALL firms are being offered a chance of exhibiting in a general services area at the Aberdeen Catch '78 exhibition in June at minimum cost.

The exhibition, claimed to be the largest and most international fisheries show in Western Europe, has already attracted products from as far away as Canada, the USA and Japan.

The general services area will consist of small stands of a minimum 4 sq. metres. The price of £216, inc VAT, for a stand of this size includes stand shell, name panel ceiling and carpet.

Catch '78 is being organised by Eagle Exhibition Consultants of 110 Fleet Street, London EC4. The services area will be limited in size.

## 'Ranger' fund total

CONTRIBUTIONS to the Lowestoft Fishermen's Widows and Orphans Fund following the loss of the trawler *Boston Sea Ranger* have now reached £4,327, according to Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association.

This is in addition to the £3,000 raised at Penzance before Christmas. Donations include £58.60 from Lowestoft Salvation Army.

## BOAT FOR REDCAR

SKIPPER David Baran (30) surveys his latest new boat (above) — a 4 ft. long replica of the steel 58 ft. 6 in. long trawler *Cassamanda* he skippers out of Scarborough.

The model of *Cassamanda* took two years to make in the "boatyard" of post office engineer, Wally Arnold. "It's fantastic. Even the radar and navigation lights work," says David, brother of the Humber lifeboat coxswain, Brian Bevan. "There'll never be another like it and it must be worth £1,000 just on the time spent on it."

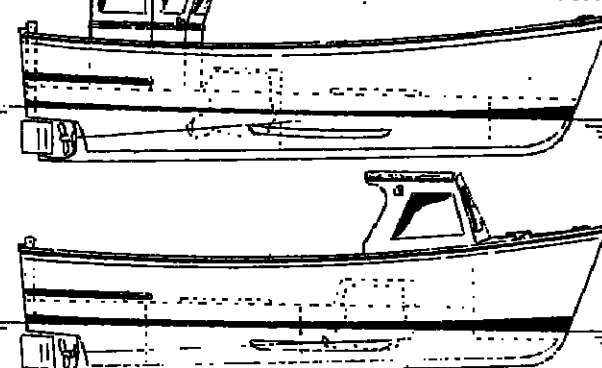
Wally Arnold (48) paid £3 for the glassfibre hull and only a few pence for the realistic deck fittings and superstructure. "I picked on *Cassamanda* because she was the only boat I could get the plans for," said Mr Arnold of Tollerate, Scarborough. "The navy have given me the plans of a corvette and that's my next job."

There is also a radio-controlled twin of the keel boat for use in competitions on Scarborough's Mere.

## MEETING AND SHOW ON FROZEN FOODS

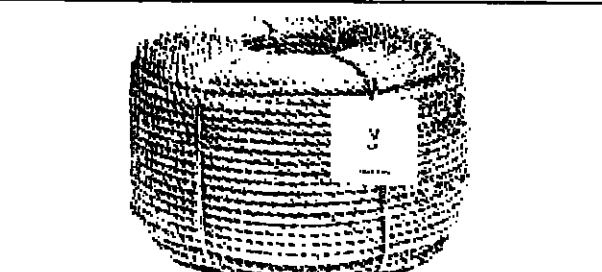
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## AQ 27 (LOA 27ft., beam 10ft., draft 3ft.) AQ 29 (LOA 29ft. 6ins., beam 10ft. 6ins., draft 3ft.) FISHING BOAT/WORKING BOAT NOW BEING BUILT AT PORTHLEVEN SHIPYARD



A traditionally designed hull using modern materials. Construction GRP and timber. The AQ boats are offered in various stages of completion. From a bare hull to a complete boat. From £1,850 ex VAT or complete excluding engine £7,500 ex VAT.

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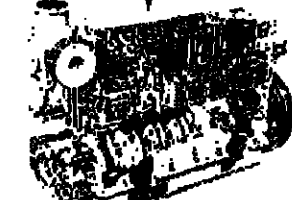
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## The new power packed 230

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## TV AT SEA

AERANAMICS Electronics Ltd. of Peterhead, Scotland, is now marketing the International Seahawk marine television antenna.

The Seahawk is claimed to operate anywhere in the world where TV reception is available.

Unlike normal TV antennas which have to be pointed towards the transmitting station, the International Seahawk is multi-directional. When fitted to a ship's mast, it

will receive transmissions no matter how many times a vessel changes course.

It is made from PVC and has a filling of high-density polyurethane foam incorporating a built-in high gain signal amplifier.

The amplifier is driven by a power supply unit which is located near the television or, in a communal system where the antenna feeds a number of receivers, near to the distribution amplifier.

This is needed because ships far out to sea require very strong TV signals while in port where high signal strengths exist they need a very much reduced level.

Attaching rope sheaves for handling seine net ropes over the stern of the fishing vessel are the latest product. Specially the sheaves are fitted to the power block head which can be

## Another survival suit

A SURVIVAL suit is now being manufactured and marketed by the Norwegian firm of Helly-Hansen A/S of Moss.

The manufacturers say that in similar conditions the suit maintains normal body temperature for survival.

## ELECTRONICS MARINE LTD

ELECTRONIC EQUIPMENT FOR THE FISHERMAN... AN INTERNATIONAL SERVICE. Radar, Echo Sounders, Sonar, Radio



## Mooring light is automatic

AN AUTOMATIC anchor light which switches on at dusk and off at dawn is now available for small boats.

The device ensures that the position of a moored vessel can easily be seen and so cuts the danger of being run-down at night.

The light incorporates a photo-electric cell and needs no day-to-day attention. It can be powered by the craft's own supply or batteries and is

available in 6, 12 and 24 volts. The light is protected against incorrect polarity connection and is sealed. Fixing is by two screws into the masthead or other suitable spar.

The light, known as T6/3, is available from chandlers at £15.39, or post free from the manufacturers: Bideford Electronics Ltd., Kingsley Road, Bideford, Devon, EX39 2LG. Telephone Bideford (023 72) 2486.

## HAULERS BACK ON THE MARKET

PART OF THE range of haulers once manufactured by Cattermarine are back on the market.

The firm of Drum Engineering of Bradford, West Yorkshire, took over Cattermarine interests one year ago and has now developed these units in a range of products aimed mainly at shellfishermen. Drum is engaged in supplying and installing hydraulic powerpacks worldwide. The firm's range of products now

includes: The Cattermarine netpot hauler which has been used with success when hauling crayfish nets off Cornwall and Ireland. Drum has strengthened the hauler structure so that the hauling head is now supported between two roller bearings — one on either side.

The feature of direct drive from a high-torque and low speed hydraulic motor to eliminate gearing has been retained and so, also, has the use of polyurethane to cover the hauling wheels.

This material has excellent grip, together with much more wear resistance than rubber. A rope ejection knife has been fitted to the pot/line hauling attachment which is next to the net hauler head.

When netting the head rotates at 28 rpm, and when potting or lining at 88 rpm to give pulls of 1/2 or up to 3/4 ton. Recently orders have come from Cornwall and Ireland.

The pot hauler is for 1-ton and one-ton pulls up to line speeds of 300 ft./min. A horizontal capstan head is provided as well and this can be used for auxiliary duties such as mooring work or fish unloading.

The rope gripping surface inside the Vee plates is lined with polyurethane, which is kinder to ropes and still provides a good grip. A direct drive, low speed, high torque hydraulic motor is used.

The powerpack with electro-magnetic clutch is claimed to be unique as the pump is located inside the tank and, also, because the twin Vee pulley wheel drive contains an electro-magnetic clutch that is pre-set at the works to the pressure required. The unit flows up to 6.5 GPM and up to 9.5 GPM with a cooler.

The amplifier is driven by a power supply unit which is located near the television or, in a communal system where the antenna feeds a number of receivers, near to the distribution amplifier.

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It is made from PVC and has a filling of high-density polyurethane foam incorporating a built-in high gain signal amplifier.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted.

This is needed because ships far out to sea require very strong TV signals while in port where high signal strengths exist they need a very much reduced level.

## Another survival suit

A SURVIVAL suit is now being manufactured and marketed by the Norwegian firm of Helly-Hansen A/S of Moss.

The Helly-Hansen D-800 suit meets the standards set by the Norwegian Maritime Directorate.

These stipulate that a person must be able to remain in water at 0 deg. C., wearing only winter underwear beneath a survival suit, without the body temperature dropping more than 1 deg. C. in one hour.

The manufacturers say that in similar conditions the suit maintains normal body temperature for around nine hours. It is insulated by a polymer-coated synthetic outer coating and foam lining. Between these two layers is a section of metallised foil which acts as a thermal reflector to prevent loss of body heat.

The suit's buoyancy system consists mainly of soft synthetic closed-cell foam built into the lining. All outer fabrics are water-proofed, self-extinguishing and resistant to fets.



The new Simrad Skipper 701 echo sounder.

## PRODUCT NEWS

### Inshore boat sounder

This is the Simrad Skipper 701 echo sounder which was displayed at the London Boat Show last month. Designed for small fishing vessels, it is priced at £420. It will run off any voltage between 11 and 40v without adjustment and power drain is minimal (1/2 amp at 12v).

Skipper Anthony Gletty of the Irish fishing boat *Ros Beithe* says he is delighted with the sounder's fish detection and ground discrimination. He has used the sounder on mackerel.

There are two models, A and B, for 0-250 and 0-500m depths respectively, and a choice of deep/shallow to suit local conditions, each with two basic ranges and two phased ranges.

Frequency is 50 KHz, transmitter power 100W, and variable speeds for the 4 in. paper for extra clarity or paper economy.

### FILLETER

THE deep-swimming grenadier fish can be successfully filleted using a combination of Beader processing machines.

One of the two main Atlantic species, *Macrurus berglax*, measuring up to one metre long, can be filleted by a Beader 160 adapted to receive the grenadier's long body. The tail is removed by adding a cutter to the 160.

Two operators man the machines and grenadiers are processed heads on at up to 40 fish a minute and then skinned in a Beader 47. Fillets weigh about 37 per cent of the grenadier's total weight.

### CP props go in production

THE FIRM of Ulstein (UK) Ltd. has opened a new factory at Fife, Scotland, to produce its gearbox/CP propellers.

The firm, which claims to be the only UK manufacturer of the combined gearbox/CP propeller, has orders for three of its giant 2400 AGSC units for export to Germany and Norway. They will handle engines at 7,600 bhp, and are the largest of their type in the world.

The new factory will also produce a smaller version, the 800 AGSC, which will transmit 3,600 bhp.

Orders for CP propellers have been received from England, Scotland and Ireland for installation in visiting vessels — a sign that the fishing industry is regaining the confidence to place orders for new boats.

Orders have been received for over 50 Tenford steering gears during the year and Ulstein is increasing its spare stock and expanding its service department.

Sales of Sperre Marine air-starting compressors are also increasing as there is a guarantee of "spares to any part of the world within 48 hours."

# Stick out for the right deal—Tory

THE SPLASH headline "Humber ravaged" in *Fishing News*, January 27, was used in evidence by Patrick Wall MP, spokesman for the Opposition, in a Commons committee last week.

He said: "It is extremely serious that those distant water vessels, costing over £1m, are now laid up with no work and nowhere to go, and are being disposed of to

Australia, Canada and elsewhere.

"That is creating great unemployment. There is a great need to try to bring to an end these negotiations which are continuing in Brussels even as we sit here today."

"It would be better to go on with this uncertainty, get the right answer, than to end the uncertainty and get the wrong answer in a short time."

The committee was considering an order prolonging the prohibition on herring

fishing within British limits in the Celtic Sea, Bristol Channel and western English Channel as requested in the "stop-the-clock" arrangements agreed by EEC ministers in early December.

Sir John Gilmour (Con. East Fife) said the order was supported by the Herring Industry Board, but asked whether its implementation could be supervised adequately.

He understood that about eight landings of herring had

been made out of the area under the first order and that one vessel had been discharged because of lack of proper information to get a conviction, but had landed a catch worth £58,000.

Douglas Henderson (SNP, East Aberdeenshire) said there was little point in people imagining they could apply for help to build a boat for herring fishing nowadays, unless they had a clearer picture from the Government of the size of fleet envisaged.

They must never forget that the livelihood of many depended on the availability of herring. Two factories in his constituency were kept going by temporary employment subsidy, but their basic problem was not cost of labour but cost and scarcity of raw materials.

Edward Bishop, Minister of State for Agriculture and Fisheries, said he understood the hardship caused by the closure of the herring fisheries on the west coast, but it was in the long-term interests of the British industry that such drastic steps should be taken now, before the stock disappeared completely. "This will allow a valuable fishery to be re-established."

## Pocket trawler



### 'Ranger' fund total

CONTRIBUTIONS to the Lowestoft Fishermen's Widows and Orphans Fund following the loss of the trawler *Boston Sea Ranger* have now reached £4,327, according to Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association.

This is in addition to the £2,000 raised at Panance before Christmas. Donations include £58.50 from Lowestoft Salvation Army.

### BOAT FOR REDCAR

NEARING completion at the Harrison boatyard at Amble, Northumberland, is a 38 ft. long wooden inshore trawler for Redcar owner.

The boat is powered by a Gardner 6LX diesel and has a beam of 16 ft. She will operate from Hattlepool.

SKIPPER David Boran (30) surveys his latest new boat (above) — a 4 ft. long replica of the steel 68 ft. 8 in. long trawler *Cassamanda* he skips out of Scarborough.

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## MEETING AND SHOW ON FROZEN FOODS

OVER 16 countries will be taking part in the International Frozen Food Conference to be held at the Royal Lancaster Hotel from June 26 to 28.

The conference will cover fisheries and the conservation of energy and natural resources, as well as dealing with advances in freezing and technology.

The first two days of the conference will be spent reviewing world wide

markets, distribution, storage, advancement and research. Frozen food industry leaders will be speaking including Kenneth Webb of Birds Eye and Sir Alex Alexander of Imperial Foods.

The final day of the conference will include ten half-day workshops, tackling issues such as new markets, waste and the limits of the industry.

Flah will play an important part in the discussion as many of the firms attending the conference process frozen fish. These include: Birds Eye, Freshwater Seafoods, North Wall Fish and Roe Foods. In conjunction with the conference there is an exhibition being held at Olympia from June 26 to 29. The fee for the three-day conference is £225, plus £18 VAT inclusive of luncheons. Applications should be made to: Food Fairs, 2 Harewood Place, London W1P 9DT. Telephone: 01-699 8817.

## AQ 27

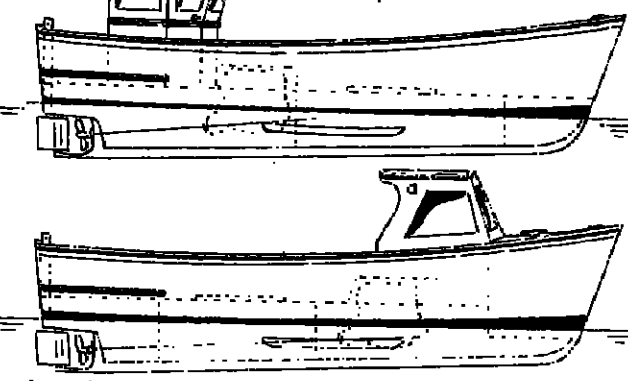
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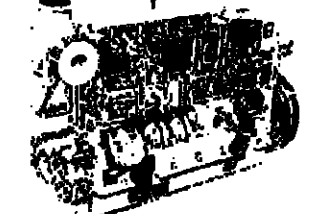
just right for medium & larger sized vessels!

The new Ruston AP230 marine diesel engine has the same output as a 230 hp engine, but produces 40% more power.

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An increased cylinder bore size enables the AP230 to provide propulsion power up to 1400 bhp at 1600 rpm and auxiliary power up to 1400 kW at 1800 rpm. The AP230 produces 350 bhp/kW at speeds of 600-750 rpm.

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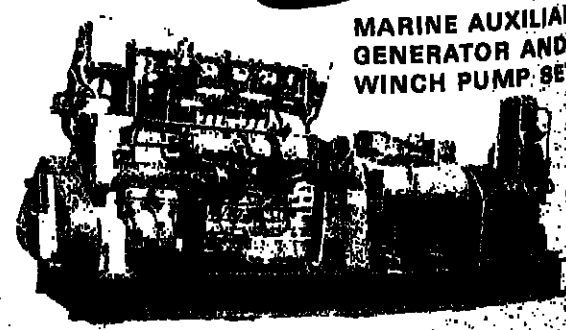
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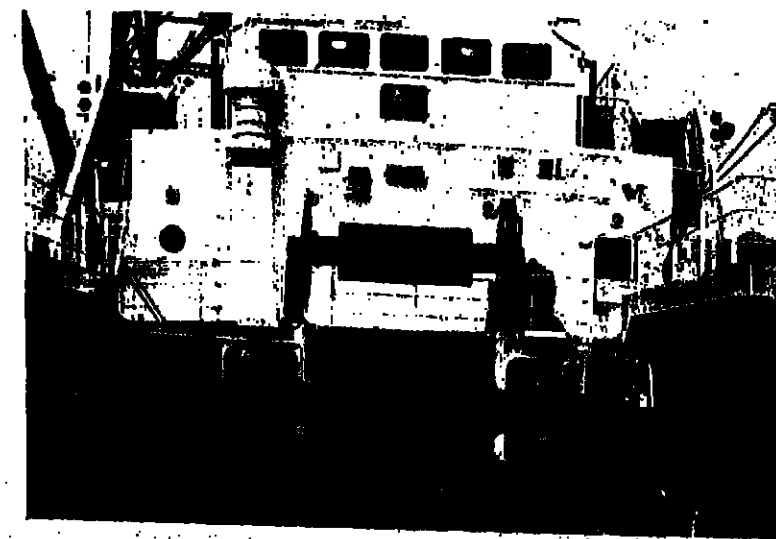
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D.T.I. — WHITE FISH — TRINITY HOUSE

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**FIREATER SYSTEMS LTD.,**  
18 HOLDER ROAD, ALDERSHOT, HANTS.  
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This is the anchor which you saw on TOMORROW'S WORLD and which previously won a Special Meritorious Award for Engineering Innovation at the O.T.C. in Houston, Texas.

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The advantages of our advanced mooring technology are now available to you as yachtsmen and small boat owners in anchor sizes from 2 kg to 50 kg for boats up to 92 ft. O.A.L.

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GERALD PEARL LIMITED  
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## Official and Classified ADVERTISEMENTS

Continued from Page 17

### VESSELS FOR SALE



**"QUEST" (17' 35ft. x 12ft. x 5ft.)** built by James Nibbles, 1965, 11hp, 21 reduction, hydraulic lift and gear hauler, three-quarter ton winch, Seacraft radar, R.T. boat's property. Kodak sounder on bin. Enquiries to: P. J. Nibbles, 68 Trafalgar Road, Falmouth, Cornwall. Telephone: 01909 74241 after 7pm.

**36FT. 6IN.** Steel stern trawler, built 1961, 10hp, 21 reduction, diesel 110hp each, ship's property. Furuno radar, G-500 echograph, Crawl tiki VHF, hydraulic steering, roller cooking, 1 ton winch with 1600lb. warp, 3 trawls, aft gentry, used for Decca Mk21. Tel: Sulby 254 (Isle of Man).

**NO PROMISES but a chance!**  
I regularly buy and sell fishing vessels from and to Britain. Yours could be among them.  
**HANS ROBERT JOEL**  
Master  
2000 Schenckel/Germany  
Dial direct:  
010458-988400  
0104940-988752

**FOR sale "Dunbar Castle"** registered No. (BS 146), 36ft. sea angling boat 8.54 tons, recently undergone complete refit, now in immaculate condition, all essentials in forward cabin and wheelhouse. 120hp marine diesel with hydraulic gearbox, many extras include, radio, telephones, compass, echo sounder, rods, lifejackets, lifebuoys, electric winch etc. Rigged for small trawl, 18.550. For details and inspection, contact: Yacht Services Ltd., The Quay, Dagenham (STD 0482) 83369.

**LOCHIN 38 sports fisherman** (GRP), 1800 Turbo diesel Ford, 200 hours, built 1976, cooker/oven, 24 berths, sea toilet, anchor and warp, compass, Helmsman seat, VHF, electric and manual bilge pump, Neco capstan, Seavoice searchlight, deckchair, heater at Rye, £16,000. Tel: 01353 85471.

**MFV 44ft. x 16ft. x 21 tons** registered, built 1966, Kelvin T3 31 reduction gear, 1,500 gallons fuel tank, 1,500 gallons oil tank, 3 trawls, two sets of docks, rigged for stern trawling, complete with all gear in good condition. Telephone: 06283 366.

**32ft. registered Norwegian dory**, 1984, Iroko decked, aft wheelhouse, fish hold, two berths forward, Lister H10V 3 MGR 44.25hp, Borg Warner 21 reduction, 300 hours running, alternator, 24v electric, searchlight, jabsco bilge pump, deckwash, Morse steering, compass, echo sounder, VHF, mizzen, navigation lights and deck hall ton trawl winch, single handed trawling, B.O.T. requirements, this vessel has only been worked part-time, moored Southwold, telephone Barnby 477.

**36ft. steel fishing vessel**, forward wheelhouse and cabin, 19ft. working deck, hyd. capstan/line hauler, Ford 2400 21 reduction, furuno radar, VHF and sounder, also 300 p.p.h. speed, can be sold separately, telephone 0292-114222 day, 0292-313294 evenings.

**Due to owners building new vessel the fishing boat "BAHATI" A766**  
built by J. West & Sons, Great September, 1968, Length 40ft. 34ft. Beam 14.3ft. Depth 5ft. 10hp, 21 reduction gear, 1,500 gallons fuel tank, 1,500 gallons oil tank, 3 trawls, two sets of docks, rigged for stern trawling, complete with all gear in good condition. Telephone: 06283 366.

**BOATS PROPERTY** Woodhouse Road, X. Hughes M333 Sounder, ON H10V 3 MGR 44.25hp 24 mile radar, X. Hughes Depma 103 sounder X. Hughes V21.

**Arrangements to view and offers to:**  
**McGILL, DUTHIE & WALKER LIMITED**  
FISH SALESMEN, 164 MARKET STREET, ABERDEEN  
Telephone: 0224-24888

### M.V. "CHANDLER" (LT. 117)

**77ft. x 8.5ft.**, 58.20 tons, steel beam trawler, built Holland 1958, re-registered 1968 Kromhout 410. Vessel has passed DTT certificate for twin booms. Presently working from Lowestoft.

**Offer to:**  
**B. P. P. Selling Co. Ltd.**  
23 Farringham Road, Lowestoft  
Telephone: Lowestoft 64380 or Shipham 702.

**CONVERTED trawler with DTT** loading certificate, built by J. Forbes, Peterhead 1947, Kelvin 3 cylinder turbo charged 420hp new 1972, 22hp Lister auxiliary all completely overhauled February 1977, one-ton diesel winch and derrick, dimensions 67.5ft. x 21ft. x 11.6ft., net tonnage 57.23, gross tonnage 55.47, hatch 10ft. x 7ft. 6in. hold 4200 cubic feet. Vessel presently trading but larger vessel now required. Telephone: Ramsey (10M) 812302.

**TRAWLER 48ft. x 15ft. x 7ft.** fishing S.W., 170hp, 21 ton winch, four berths, hull refitted, engine overhauled late 76, Furuno sounder, Lister 21 reduction, radar, on bin, Lister 21 and 350 T VHF, everything in good working order, £13,500 o.n.o. with gear, telephone Downderry 333 after 7 p.m.

**MFV "Rob Roy" (FH228), 33ft. x 11ft. x 4ft.**, pine on oak, Iroko deck, forward wheelhouse, BMC 4.2 litre 1976, Spencer Carter hydraulic lift, 1200lb. winch, surveyed December 1977, overhauled January 1978. Now fishing Falmouth. Telephone: St. Marys 745 or Bishop's Stortford 1977, for survey reports, full details to view etc.

**"GOLDEN FLEEC" 26ft. x 10.3ft. x 4.5ft.**, 5.68 tons, Kelvin B4, 10hp, 21 reduction, 1,500 gallons fuel tank, 1,500 gallons oil tank, 3 trawls, two sets of docks, rigged for stern trawling, complete with all gear in good condition. Telephone: 06283 366.

**38FT. angling boat**, varnished hull and interior, forward wheelhouse, Gardner engine, VHF, echo sounder, 1,500 gallons fuel tank, 1,500 gallons oil tank, 3 trawls, two sets of docks, rigged for stern trawling, complete with all gear in good condition. Telephone: 06283 366.

**POTTER/ster trawler "Alison Karen" (G.162), registered para 1** V14 V31, 31ft. x 10ft. x 4ft. x 11.6ft. Perkins 6354 built 1971 of 31/8in. treated steel plate, forward wheelhouse, VHF, ferrogaph, hydraulic thruster, roller cooking, 1 ton winch, hydraulic pot and net hauler, lobster storage tanks below deck, ideal inshore port-purpos vessel, £10,000. Telephone: Portsmouth 733594.

**24ft. x 8ft. 6in. x 3ft. 3in.** forward wheelhouse, 10hp Potter fully re-built 1977, 10hp Seab wing engine, new hull and prop, mizzen, derrick, 4 speed capstan and new self hauling sheave, Depma 131 and Seavoice 23500, Bales, Polhens, Shute, Lora, Cornwall.

**FOR SALE BY PRIVATE TRADING M.B. CHRISCO (PZ 516)**  
Built of wood by Chantiers Navals de Coteaux, built 1959 in Douarnenez, France.  
Length 78.4ft., Depth 11.6ft., Breadth 20.4ft., Tonnage 98.31.  
Fitted with a Duvant engine of 32HP.  
Speed 625 T.P.M., echo sounder, radio telephone.  
BOX No. 795

**FOR SALE 25ft. x 8ft. 6in. x 2** berths fishing charter boat, mahogany on oak, built 1968, Potter two cylinder 22hp, ship to shore radio, recent engine, 21 reduction, 1,500 o.n.o. Telephone: Saley 2712.

**"BONNIE LASS" KY 203** built Miller, St. Leonards, 22ft. steel boat, 10hp, 21 reduction, furuno radar, VHF and sounder, also 300 p.p.h. speed, can be sold separately, telephone 0292-114222 day, 0292-313294 evenings.

**20ft. open bench boat**, Potter 18.4hp diesel new March 1977, fore and aizen mast and lights 1,500 o.n.o. Quantity of gear also available. Telephone: Deal 2418.

**CHEVERTON 27 GRP**, new 1977, 30hp, 21 reduction, furuno radar, VHF and sounder, also 300 p.p.h. speed, can be sold separately, telephone 0292-114222 day, 0292-313294 evenings.

### 78ft. steel Falmouth Sputnik

stern trawler, built Blackstone, 8.6P 21 reduction, V.P. propeller, Gardner 112 auxiliary, Elac sounder, Redifon VHF owned, Decca Mk21 and plotter, Sator 400W SSB MF set, built. Telephone 0683 23222.

**IP28 registered angling boat**, built 1976, VHF radar, Seafarer sounder, three cylinder, 1,500 o.n.o., telephone Chichester 67278.

**TRAWLER for sale 58ft. x 20ft. x 9ft. 6in.** Swedish built trawler, 230hp, Scania DSI 11, hydraulic winch steering, radar, sounder, lube, VHF radio, almost complete, recent survey report available, price reasonable. Telephone: Dublin 608745.

**CHARTER boat**, Lochin 33 x 12ft. x 3ft. 6in., forward wheelhouse, Iroko decks and gunnalls, 180hp Ford Mermaid diesel, hydraulic winch, roller cooking, VHF radio, cassette player, toilet, cooler and sink, unit, 2 berths, speed 18 knots, telephone Weymouth 74280 evenings.

**MAC 24 Ferro Cement fishing boat**, Lister FT3, hauler and sounder, ideal single handed vessel, built 1968, ideal single handed vessel, built 1968, ideal single handed vessel, built 1968.

**24ft. registered MFV**, clipper built, counter stern, rigged for single handed trawling, 80hp diesel, half ton winch, forward wheelhouse, bath, sink, cooler, VHF radio, Graphic decoder, all gear, £1,500. Telephone: Maldon (0281) 58209.

**M.F. "Rien/San/Pain" PH182**, 1971, 35ft. x 9ft. x 4ft. 1.9 tons, mahogany on oak, 1974 Ford FD, Borg Warner 31, 24 volt AJS, AJS R.T. Furuno B4, 21 reduction, 1,500 gallons fuel tank, 1,500 gallons oil tank, 3 trawls, two sets of docks, rigged for stern trawling, complete with all gear in good condition. Telephone: 06283 366.

**TRAWLER**, built oak, Belgium 1948, Dorman 370hp recently recanted. Vessel sound, needs paint. Telephone: Carlisle 39133.

**26FT. Yorkshire boat**, Whitey built, new Potter fitted 1974, sound under throughout, survey new, £1,500 o.n.o., telephone Whitey 4068 after 6pm.

**CRABBER 31ft.** aft wheelhouse, radar, Kelvin Hughes, Sator and VHF radio all boat's property. Ford 105, one ton potting winch, built 1974. Telephone 0749 73074 after 6pm.

**ANGLING boat 38ft. x 10ft. 6in. x 3ft. 6in.**, fully licensed 12 passengers, two engines, 1500 sounder, well kept boat, telephone Plymouth 66485.

**CYGNUS 26ft.** forward wheelhouse, Ford 74hp, Borg Warner 21, Neco sounder, built August 1977, £11,500. Telephone: Littlehampton 8088 evenings.

**NOW building 22ft. x 8ft.** conventional carvel craft. Laid deck, larch on oak to W.F.A. specification. G.R.P. hulls fitted to customers requirements. Adams, Boatbuilder, Cornwall, Looe 2081.

**MORECAMBE Bay prawn**, 38ft. x 12ft. x 4ft. 6in., six cylinder BMC 21 reduction, new decks and transom stern, ready to fish, telephone Marport 3409 (Cumbria).

### D.T.I. class six passenger vessel

00ft. x 14ft. x 3ft. 6in., twin engines, bar, saloon, price £9,750 o.n.o., apply 10 Poplar Road, Ramsgate, telephone (0843) 63417 evenings.

**IP28 heavy duty Volvo MD3B** 38hp, aft wheelhouse, licensed eight, VHF, sounder, compass, stove, all lights, £4,780. Telephone: Thanet 67672.

**DIESEL fishing workboat GRP**, 18ft. x 7ft. x 2ft., hand/electric start, electrical/manual pumps, mahogany trim rope fender, compass, SB BNF certificate seen afloat, £3,000 o.n.o. Telephone: Basildon 284370 Essex.

**28FT. Lobster boat**, 20hp, Aila Craig, 2300 gmt, Port Beun 811981, after 6.00 pm.

**24FT. Angling fishing boat**, 2.2 BMC, new PEMA box, 4hp, 21 reduction, unit, winch. Tel: Shorebury 3065.

**34ft. x 8ft. 6in.** Saltram launched 1977, fitted out in Iroko, forward wheelhouse, ferrogaph, water cooled Sator, stainless steel roller and shaft, £4,200 o.n.o. Telephone: Polruan 503.

**CLINKER built boat** suitable for sea angling, can be viewed Eastbourne bathhouse, £70 o.n.o. Telephone Rye 3354.

**58ft. Steel M.F.V. 440hp** presently side trawling, Scallop gear available if required. Telephone: Fleetwood 3714 or 4881.

**21FT. x 7ft. x 2ft. 6in.** Varnished clinker built MFV, 4hp on oak, Lister diesel, 21 reduction, Capstan. Tel: Thanet (23279) day, (66529) night.

**40ft. passenger fishing vessel**, twin screw, recently overhauled, DTI 38, echo sounder. Telephone: Barmouth 280248.

**TRAWLER**, built oak, Belgium 1948, Dorman 370hp recently recanted. Vessel sound, needs paint. Telephone: Carlisle 39133.

**26FT. Yorkshire boat**, Whitey built, new Potter fitted 1974, sound under throughout, survey new, £1,500 o.n.o., telephone Whitey 4068 after 6pm.

**CRABBER 31ft.** aft wheelhouse, radar, Kelvin Hughes, Sator and VHF radio all boat's property. Ford 105, one ton potting winch, built 1974. Telephone 0749 73074 after 6pm.

**ANGLING boat 38ft. x 10ft. 6in. x 3ft. 6in.**, fully licensed 12 passengers, two engines, 1500 sounder, well kept boat, telephone Plymouth 66485.

### BRIDPORT GUNDRY LIMITED

BARGAIN NETTING PACKS

ex. 158yds/lb pink Polythene Braid.

POT NETTING

9 meshes deep x 3 inch full mesh x 100 yds. long

stretched £26.50 per net.

TRAWL NETTING

120 meshes deep x 70mm inside mesh x 200 clean

meshes £50.50 per net.

120 meshes deep x 4 in. full mesh x 200 clean

meshes £58.70 per set.

All prices incl. 10% of V.A.T. and carriage.

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BRIDPORT GUNDRY LIMITED,

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SMUCKS (or fishermen in 12oz

cotton canvas, strong and well made

will outlast any smuck you've ever

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£0.00 each plus 75p P&amp;P. Money back

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Sons, 50 Marlborough Avenue,

Falmouth, Cornwall.

LOHNTHER nets 30in. dia, 8mm

wire non toxic plastic coating

minimum order of 50, 15.50 each plus

VAT and delivery. 50% of total gain

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Metal, 1 Oak Drive, Syston, Leicestershire.

ONE set of 31 reduction gear

whichever, one set 21 reduction gear

enquiries 13, Mt. Tai, 34 High Street,

Friserburgh, telephone: 2280.

NEW props ex stock, 19 x 18 x 11

ft. at £60, 18 x 12 x 11 ft. at £50,

18 x 12 x 11 ft. at £40, 12 x 11 x 11

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12 x 11 x 11 ft. at £10, 11 x 11 x 11

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